

# RINGWALT & AVERY,

IMPORTERS OF AND DEALERS IN

## CARPETING,

69 West Fourth street,

Pike's Opera House Building.

## THE PRESS.

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CINCINNATI, SATURDAY, JUNE 18.

CORRESPONDENCE, containing important news, solicited from any quarter of the world. NO NOTICE taken of anonymous correspondence. We do not return rejected communications.

### The United States Arming!

It does not seem to be generally known, nevertheless it is a fact worthy of being noted, that every vessel belonging to the navy of the United States, not actively employed, is being fitted out for immediate service. Of all our steam navy, not one vessel will be out of commission by the first of October. Never, since the organization of the Federal Government, has it had so large a maritime force ready for any emergency, as it will have ere the summer is ended.

This full armament, of course, indicates a settled opinion, and foreshadows the belief in a possibility of trouble with some one or more of the European belligerents. We observed, a day or two ago, that there is no universal law affirming the rights of neutrals, and defining, satisfactorily to all, what is and what is not "contraband of war." England, it is said, has recently declared coal to be a contraband article because, doubtless, it is the prime motor of war ships. This being the case, and Napoleon III., desirous to keep on friendly terms with his powerful neighbor, quietly acquiesces, and engages American ships to bring him American coal for the use of his navy. Thus taking John Bull at his word, and at the same time stopping a lucrative trade while he eulists on his side, by the ties of interest, the only great maritime power not a party to the war, strikes us a fair hit, at a weak place, in Bull's armour.

John's over anxiety to let it be known, "Britannia" claims to "rule the wave," whether she be able or not to maintain her pretensions, places him unnecessarily between two very pointed horns of a dilemma. Let's see how the matter stands now. Monsieur Crapeau has been getting his coal from Bull. Bull says, all at once, coal is contraband of war, and I cannot let my folks sell your war steamers any more, because, if I do, Austria will just take offence, and I will violate my neutrality. John Bull, honest soul, thinking in his sleeve, now I shall cripple Crapeau just where I want to—on the ocean. Napoleon, however, invokes the aid of Jonathan, ever ready for a trade, a swap or dicker, and the result will be plenty of coal for the French war steamers, and the settlement of the irritating questions of neutral and maritime rights thrown off the French docket upon Jonathan, who, Crapeau well knows, does not hold to the English code, but to a code that Bull has ever, and may still desire to, repudiate. If it be a fact, as we have seen reported, that the French navy has been refused supplies of fuel, on the ground stated by England, it seems, to our apprehension, the most useless and foolish—yes, the very worst move that could possibly have been thought of, when efforts are being made to come to a satisfactory understanding with the United States in regard to maritime and neutral rights. A profitable trade once opened with France, and she at war with England, it is not likely that either Jonathan or Bull would back down; and then it does not need the largest sagacity to find out that there would be trouble, if not "death, in the pot."

Let the facts be as they may, and the future as God pleases, one thing is certain, every war vessel of these United States is being put in "apple pie order," and the policy is unquestionably a sound one. It is a good saying, while peace reigns prepare for war—and also, that when fully prepared to protect our rights, they will be less likely to be trampled upon. "Free Trade and Sailors' Rights," and—hurra for the red, white and blue!

### Street Railroads.

Cincinnati is about to undergo a very important social, as well as material change, by the introduction of Street Railroads. No measure of so much clear value to the people, and real growth to the city, has ever been brought forward. The recent date of this adaptation of the well known rail and passenger cars, to the daily life of a dense population makes one wonder at the triumphs already achieved. In the immense Eastern cities there are already hundreds of miles of this indispensable means of comfort and civilization. Boston, with a smaller population within its corporate limits than Cincinnati, by the net work of Street rails is extending her homes for mechanics, laborers and merchants far into the vicinity, which was lately nothing but quiet, forest and rural settlements. Splendid as are her accretion of town sites for business, by the appropriation of the island of East Boston,

and other suburbs, not to speak of her great enterprise of filling up that part of the sea which is known as the Back bay, (an area of several hundred acres,) she has done a nobler thing than all, by leading off in the Street Railroad system. She stands in a center, connected on nearly all sides with every point of compass. A spider's web will give strangers an accurate notion of the City of Notions. The streets circle round and round, with country avenues cutting out straight lines in every direction for the accommodation of all the villages within several miles. That solid city is about to become by means of this improvement a rival very soon of Cincinnati, and her vicinity, in population. It is some time since she lost that precedence; and we hope our people will not willingly allow her to regain it, when the same means may be used, by our own hands, where Nature has given us a better field of success. The Street Railroad will soon put us out of the reach of any seaboard city, except Philadelphia and New York, which have as good a climate as ours, an older date, and the ocean commerce, which alone would maintain their supremacy. But we can easily keep in advance of Boston, disabled by the rigor of her climate; and of Baltimore, embarrassed by the peculiar institution.

The hundreds of miles of swift, noiseless, certain and regular communication which we see in all the Atlantic cities, could be ours also, within the next year or two, if we honestly and cordially inaugurate this great public beneficence.

All will admit that the Council has not been too precipitate in the passage of Railroad ordinances. Nor should they be. We can undoubtedly profit by the experience of other cities; and like them, we have immense and various, and conflicting, interests to consider. The rights of the people at large, whether citizens or visitors; of the property holders; the rights of the owners of omnibuses; the rights of those who traffic in the streets, should all be provided for in a wise and just system, and the ordinances should secure many things for the future as well as for the present. We do not think the subject has been canvassed as it should be by the press, whose duty it is to assist the public officers in an arduous and novel undertaking. We will have something to say about it occasionally ourselves.

### The Street Railroad Co.—Suits in Pro-Date Court Continued—Proceedings Yesterday.

The Counsel for the City recalled Mr. Torrence, and submitted written queries, heretofore overruled, which were objected to and again ruled out by the Court. Exceptions were taken. Mr. Daniel H. Horne, who has been in city since 1809, was called, and gave his opinion that two tracks on Western Row would injure the value of the street, and its use to the public.

The evidence for the city having closed, the testimony for the claimants was heard.

Mr. Easton, of Philadelphia, an Engineer, well acquainted with the construction and operation of the Street Railroads of Philadelphia, explained in detail the care and regularity exercised in their management there—how little the transit of the cars interfered with ordinary vehicles, and that in case of the laying of sewers, temporary bridges were made, making but slight obstructions—that a double track in the street was a benefit, strongly binding the bowered pavement, and an economy over the wear of the omnibuses.

On cross-examination the witness stated that he had no reason to expect to build the road for the Company making this claim. He came out here on receiving a dispatch from Dr. Vattier.

Mr. William A. Adams was called, but having had no acquaintance with the practical workings of Street Railroads, his testimony was very brief.

George W. Holmes, living in Columbia, testified that this improved mode of transit would not seriously injure general travel; the Little Miami Railroad had not seriously affected travel on Wooster pike; a Street Railroad will aid the suburbs of Cincinnati and make them important.

Mr. Benj. Higdon explained at length the cost of bowlder-paving the streets—cost, say \$2 20 per lineal foot—and as to the inconvenience of constructing sewers when tracks are in streets.

Dr. Hunter testified that a Street Railroad would be a convenience to him personally and as a professional man.

Dr. A. E. Highway explained how sewers were excavated in Philadelphia while cars were passing over a temporary structure.

Mr. R. C. Phillips, the Engineer who surveyed the line of route in the "statement" of the Company, gave his explanation of the manner of laying tracks. He said it was not likely that any sewers would hereafter be laid in Western Row, and temporary suspension of other traffic, will no doubt result when opened for a sewer—but Western Row being a water shed, will not be taken for sewers.

On cross examination, he admitted that the expense for laying pipes, building sewers, etc., would be greatly increased—that a line of sewers ought to be laid in all the streets for underground drainage. Such a system prevails in Europe, and soon will be here. Where two railroad tracks are in a street and a trench dug for pipes, or a sewer, with the dirt placed in the street, other travel must be turned off.

Mr. Thomas Higdon explained the cost of bowldering—repair of road after this track is down, would cost but little—say six or seven per cent. of original cost.

The case here rested.

Mr. E. B. Lippett, Assistant City Solicitor, made the opening argument for the city. He spoke of the claimants' unheard-of demand. They came into Court not as Street Railroads, but as a line of road from Pendleton to Cumminville, and by branches to the same trunk line. The declaration made by the council that they intended to construct a system of Street Railways, would take them out of Court. This road, the same in its character, is like the Little Miami or the Hamilton and Dayton Roads. It is perpetual in its character, and above the municipal authority of the city, except so far as it reserves rights to the city in its charter. It monopolizes the public use of the street to private use. It is not a means of enjoying the public easement, but converts the street into a species of mechanism for private benefit. They will have a right above every other vehicle on the street. They will say to the public, turn out, I have a priority of right. The city has a vested right in the streets, greater than that of a simple high-

way. She has a right to use these streets for sewerage and water pipes, cisterns and gas pipes. The railway would be a perpetual obstruction to the city, in making all these improvements. A general system of sewerage must be adopted, and such a system could not be constructed with these routes of railway, in full operation. Your judgment must assess the damage. You are to be led astray by no sophistical pleadings of the Company's counsel.

Stanley Matthews proceeded in reply for the Cincinnati Street Railroad Company.

The question for you, gentlemen of the jury, is simply this—what amount of money will compensate the City of Cincinnati, in her corporate capacity, in consequence of the Cincinnati Street Railroad Company occupying the streets named by them to be condemned by you. What additional expenditure will be required from the City Treasury, in necessary fulfillment of her legal duties, by change made in these streets by these tracks. All we ask, is, that which the law gives us.

The tenant of monopoly is understood. Any one can be a proprietor under the law, and that is no monopoly—the old idea of monopoly is exploded.

The charge is made that our rights to accrue will be in perpetuity; they will, I hope, be perpetual, for when once in operation, they will forever be commended to the public by their merits.

It will stand forever because it will be needed—its perpetuity will be one of profit, of public convenience, and a public blessing. If, on the contrary these rights which we may obtain, be exercised to the injury of the public, at the very first meeting of the General Assembly a vote of the representatives of the people will at once sweep remove all our fond hopes and even the charter that we have been taken from us.—What we may get may only be retained by the will of the people. On that we are willing to rest, for in accommodating them, our rights become valuable franchises. Who is the City of Cincinnati, and what is it? It is not the City Solicitor, of which I acknowledge he is a great part; it is not you and I, but a corporation; a fiction, created for certain great purposes only—and the question at issue, how much are her great interests to be damaged by our occupation of your streets? What we do, we do at our peril, if we construct a road. All consequential damages will befall us as we incur them.

If the Solicitor places this occupation on the list of nuisances, then by acts against nuisances will this wrong be abated. Place your verdict then at a low figure, merely to test the case, for it can be tried in a higher Court, where the city will take it by their exceptions and upon error.

The Solicitor appears here for the Board of City Improvements, for that interest of the city which looks to the welfare of streets; he does not appear to protect the general interests of the public. His care, legitimately, is to protect the interests of the city—that her monies be not squandered by neglect, or her streets obstructed in their appropriate use; to seek proper indemnification in your verdict of additional outlay required and expense incurred by our road. I tell you that he has not much to do; for our use of the streets, instead of an abuse, will prove a profit to tax payers—it will prove a gain in dollars to the Treasury by what it saves; all damages to the business of draying, to use of stores, &c., are to be decided, after the damage is done, as the law adequately provides.

Our rights will be subject to the law, and will be generously used, granting all needful demands of the track, when required by the city for laying down pipes or excavating sewers. A wonderful exhibit has been made of the hopeless condition we would be subjected to, to engineer public improvements in this city, if rails are laid in the streets. The genius that made step-ladders of railroads over the Allegheny Mountains, the sublime skill that bridged with a tubular passage-way of iron, Menai Straits was to fail in Cincinnati to "erect" a hole in which to lay a pipe, while the Cincinnati Street Railroad was passing sixty passengers, in a handsome car, along the perilous excavation! We will not be at any illegitimate work. We will use the streets as they were intended for the public, and in a way that has never been equalled for the exemplification of highest order of mechanical skill. We will make no failure—it's no experiment. Experience, everywhere, but here, to our discredit, is honoring this instrumentality by its popular use. Why have we not been at work the City Council must give an account. The reasons that have kept us back in the race of diligence, have not been those of the public convenience.

The argument urged that it will prove profitable to the Company, has been urged against all improvements, which, undertaken by Companies, have wrought great benefits in commerce, navigation and architecture. They have made money and deserved it—for in doing well for themselves they had a controlling motive to do well for the people.

Mr. M. concluded his remarks a little before five o'clock yesterday afternoon, and W. Y. Gholson, associate counsel, preferring to delay further argument for the Railroad Company until this morning, read the points he wished the Court to charge the jury—somewhat as follows: Compensation was to be made, not for any inconvenience to the general public; not to private persons, nor to owners of property bounding on the streets, but for that expenditure which the city, as a corporation, liable for neglect as private persons, will incur necessarily from the use claimed of the streets by the Railroad Company; that this expenditure must be that for increased cost of repair of said streets; the city still retaining that power, and charged with the duty of repairs, after this appropriation sought is obtained; that the Railroad Company shall be held to pay that extra cost; that there shall not be any mere prospective or possible damage taken into the estimate made of damages by the jury; nothing but appreciable damages, and such damages shall only be taken as given by experts.

The City Solicitor passed over to opposite counsel what he wished the Court specially to charge the jury, and Mr. Gholson gave to the Court his written request as above.

Mr. Hays got off rather a good one, just as the Court was adjourning. Judge Hilton asked Mr. Gholson, as to his reference in one case to the opinion of a judge of the Supreme Bench of this State. Mr. Hays said that the matter now most of interest to the Court, is not what was the opinion of a present judge of the Supreme Bench, but what is the opinion of one who is to be judge of the Supreme Bench of Ohio. Our friend Gholson—the candidate Gholson—smiled. Adjourned until 9 o'clock this morning.

## HOME INTEREST.

Paper Bags made by Machinery.—"Wonders will never cease"—not, at any rate, so long as Yankee genius flourishes; but as soon as that shows symptoms of weariness, exhaustion or dissolution, the whole world may go into mourning in anticipation or apprehension of the near approach of that terrible day which our Millerite friends have so long been looking for.

The other day we were told that Messrs. NIXON & CHATFIELD, Wholesale Paper Dealers, Nos. 77 and 79, Walnut street, Cincinnati, had three machines for making paper bags in constant operation in the uppermost story of their extensive business premises. This information having excited our curiosity, we went down to see for ourselves. And "sure enough" there they were in full blast, unrolling the paper, then folding it, next cutting it, after that, pasting the bags, pressing them when pasted, drying them, and finally, politely and quietly delivering them into the hands of a young woman, who was seated at the point of egress. Having looked on in mute admiration for a short time, we turned to Mr. Chatfield—who politely accompanied us for the purpose of answering such questions as we might ask, when he kindly gave us the following information: Machines for making paper bags have been in use in the East for about two years, and have given general satisfaction; and so those at Messrs. Nixon & Chatfield's are the first ever introduced into the West.

The three machines, at the above establishment, are kept in motion by one of Latins' upright engines of six-horse power. They are managed by five persons, viz: engineer, engineer's assistant, and three girls. Though capable of turning off a larger number, if worked to their utmost limit of speed, the proprietors are content with the almost incredible number of 60,000 bags a day—being an average of 20,000 from each machine.

The paper used in the making of these bags is manufactured expressly for the purpose, and is forwarded to Messrs. Nixon & Chatfield, on rollers, from which it is wound off by the action of the machine. Having examined the paper closely, we expressed our surprise to Mr. Chatfield that such superior paper should be required for the temporary purposes to which paper bags are usually devoted. That gentleman replied that they preferred paying 15 per cent. more for good paper—paper without flaws or holes, rather than save a little on present outlay, at the risk of causing dissatisfaction to their numerous customers.

The machines occupy, in width, but very little space; but they are considerable in length. At one extremity of the machine the roller containing the paper is placed, the end of which being laid on the revolving band, and the machine set in motion, the paper is passed quickly over the "formers," by which it is folded, and in this state moves onward to the knife which cuts it the adjusted length of the bags, after which the bags pass on to the place where they are pasted. They are then carried, by the band, over a large hollow wheel, kept hot by steam transmitted to it from the engine, by which they are dried first, and then discharged into the hands of the person appointed to take them off the machine.

Our involuntary exclamation was, on beholding the machine—"What next?"

Something New.—In passing the neat and tasteful establishment of W. B. HONNEN, on the corner of Sixth and Race streets, we observed, amongst his full list of Soda Syrups, one purporting to be "Egg Nog Syrup." Being assured by the courteous proprietor that it was harmless, we tried it, and found it one of the richest we ever tasted. We feel inclined to give Mr. H. credit for being a man of good taste in this as well as the management of his establishment throughout.

The Pantheon, like that of old, (situated on Western Row, between Fifth and Sixth) is a most magnificent structure, morally, physically and spiritually—open night and day for the accommodation of the "weary and heavy laden." Temperately speaking, the choicest refreshments always on hand. Drop in.

By far the most fashionable hat we have seen this season, is manufactured by that prince of hatters, W. H. SCHENK, No. 139 Main street.

There's no use talking, but the Turtle Soup which GEORGE SCHITZER will serve up, at the Telegraph House, to-morrow, will be superb. Families supplied as usual.

Where did you get that nice Hat? Why do you ask when you know that the HIBBERT Bros. are located at Nos. 210 and 8 Fifth street. A double shot, sure, and a nice \$3 dress hat.

The highest perfection in the Photographic art has been attained by Messrs. BALL & THOMAS, No. 120 West Fourth street, near Race. In the taking of Daguerreotypes, Ambrotypes, they have no superiors in America. They aim to please, and always hit the mark.

Daguerrean Gallery, South-west corner of Sixth and Western Row, over HANNAFORD'S Drug Store. Pictures taken and put in good cases for 20 cts. Warranted to please. Those who want to get good and cheap likenesses of themselves, or friends, should call immediately at Applegate's Broadway Gallery of Art. The cost of likenesses at this establishment is only 25 cents each.

Harlan & Wilson, No. 30 West Fourth street, pay particular attention to the Photographic art. Call at their rooms and examine for yourselves.

## SPECIAL NOTICES.

EUREKA SOCIETY—THERE will be a meeting of the Eureka Society, TO-NIGHT, for election of officers and other business. 7 o'clock. MARTIN WRIGHT, Secretary.

PRICES ON HAIR JEWELRY REDUCED.—By improvements in tools, and large importation of Fine Gold, I have been enabled to reduce my prices for Bracelets, Chains, Necklaces, Brooches, Earrings, Finger-rings, Charms, &c., below New York and Philadelphia prices. Call and see MAMMA ZWICK, North West corner Fourth and Main streets. 7 o'clock.

## FIFES AND DRUMS.

A LARGE STOCK ALWAYS ON HAND, together with the most complete assortment of Music and Musical Instruments, to be found in Cincinnati. JOHN CHURCH, Jr., (Successor to TACAK & BALDWIN,) 66 West Fourth st., Cincinnati.

## MOUNTAIN DEW;

Or, Pure Bourbon Whisky.

AT THE EARNEST REQUEST OF A few eminent members of the Bar of Hamilton County, I have tapped a barrel of this Pure Bourbon Whisky, which is now nearly seven years old. I am now ready to accommodate customers in quantities, from one gallon upwards at a fair price. ALSO—In store and for sale, 1,000 Bush. Prime Feeding Oats, 1,000 " Family Corn Meal, 100 Bush. best quality Potatoes. PIERCE SHEEHAN, 317 and 319 Broadway and Lockport Avenue.

## BARGAINS! BARGAINS!!

—AT—

No. 74

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DELAND, GOSSAGE & CUYLER'S

SECOND

Great Annual

CLOSING OUT SALE.

FOR THE NEXT THIRTY DAYS.

We offer our Entire Stock of Dress Goods and Family Dry Goods at Greatly Reduced Prices, to close out our Summer Stock. A rare opportunity is offered to secure Bargains.

ALL OF OUR

RICH DRESS SILKS AND ROBES,

Are marked at Prices much below their Cost in

NEW YORK.

Summer Shawls and Mantillas,

In great variety, at half their value,

Organdy, Barege & Grenadine Robes

REDUCED VERY LOW.

Bareges, Grenadines,

ORGANDIES AND CHINTS,

AT COST.

Ducalis, 12c. reduced from 37 1/2 cents.

Challies, 12 1/2 cents.

Yard Wide Bleached Shirting at 10 cents.

Lawn, 6 1/2 cents.

Bleached and Brown Muslins, 6 1/4 cents.

Calicoes, 6 1/4 cents.

White Brilliants, 10 cents.

Buff Brilliants, 12 1/2 cents.

Pearl Silks, 50 cents.

Yard Wide Chint, 12 1/2 cents.

English Barege, 15 cents.

Field Silks, 37 1/2 cents.

Two-Placed Barege Anglaise Robes, \$5.

Parasols, 50c., 75c. and \$1. &c.

DELAND, GOSSAGE & CUYLER,

74 West Fourth Street. 74

## STRANGERS' GUIDE.

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DIRECTLY OPPOSITE THE POST-OFFICE.  
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Is the Extensive and Magnificent

MANTILLA AND CLOAK HOUSE

GEORGE LEWIS,  
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IN CANVASING THE MERITS OF  
SEWING MACHINES,

Do not fail to examine the latest improvements of the age.

The Elliptic Lock-Stitch

—AND—

Improved Shuttle Sewing Machines,

—OF—

SLOAT & CO.

We are desirous that all should, by a personal investigation, measure the merits and compare these machines with all others, as by this scrutiny, the customer is best convinced and we court it as sure to result in our decided favor.

Office, 52 West Fourth st., Cincinnati.

FRANK HENRY, Agent.

APPLETON'S  
RAILWAY GUIDE,  
FOR JUNE.

For sale by E. MENDELHALL,  
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ELECTRIC  
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(Patented, Jan. 20, 1859.) 218 Barr street.

## HARDWARE.

LATIMER, COLBURN & LUPTON,  
WHOLESALE  
Hardware Merchants,  
No. 55 PEARL STREET,  
CINCINNATI.

## HARVESTING IMPLEMENTS.

Our stock of Harvesting Tools is now full and complete, and includes the following, viz: "Waldron's" Grass and Grain Scythes; "Darling's" Grass and Grain Scythes; "Blood's" Grass and Grain Scythes; Lawn, Weed and Briar Scythes; "Shaw's" Sickles; German and English Grass Hooks; Dutch Bow Grain Cradles; Scythe Blades, Scythe Stones and Rides; Hay Forks, Hay Rakes, &c.

Which we offer for sale at extremely low prices.

Orders solicited and promptly executed.

LATIMER, COLBURN & LUPTON,  
Wholesale Hardware Merchants,

55 Pearl Street, Cincinnati.

## NIXON & CHATFIELD'S,

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Machine-Made  
PAPER BAGS.

THREE MACHINES NOW RUNNING, driven by one of Latins' beautiful Six-horse Power Engines. Each Machine is running off from 50 to 60 PAPER BAGS per minute. Grocers, Druggists, Bakers, and all others interested, can save a large percentage in using the Paper Machine-made Paper Bags, for wrapping purposes. Our Paper Bags are well and handsomely made, cut, pasted and finished by machinery throughout. Each bag is warranted perfect, and is sold 25 per cent. cheaper than the "Hand-made" Bags. Our sales run from No. 1 to No. 25 inclusive.

Orders solicited, which shall have prompt attention.

NIXON & CHATFIELD,

WHOLESALE PAPER DEALERS

77 AND 79 WALNUT STREET.

1857-58

## SEWING MACHINES.

For Sale

AT ONE-FOURTH THEIR

ORIGINAL COST.

SIX OF DAVIS'

Manufacturing Machines,

One of the Double and Twisted Locked, Chain Stitch

Machines, sold at 25 West Fourth street.

APPLY AT

No. 6 WEST FOURTH STREET.

1857

## BOOTS AND SHOES.

JOHN H. DETERS,

No. 53 West Fourth Street,